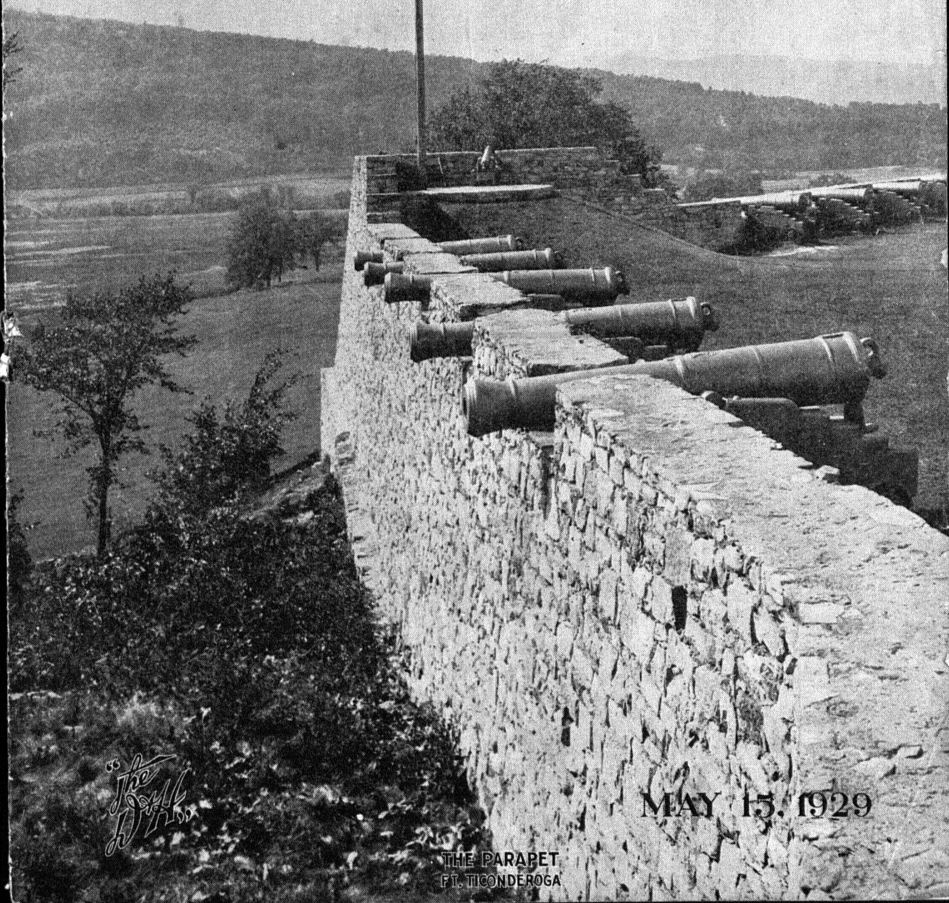


THE DELAWARE AND HUDSON COMPANY BULLETIN



*The
Wall
War*

MAY 15, 1929

THE PARAPET
FT. TICONDEROGA



The Old Soldier Speaks



*I fought under Lee and S'onevall,
And I hated a Yankee like sin,
But gimme my uniform, sergeant,
I'm goin' to fight ag'in.*

*I took out my old gray clothes last night,
I thought of the day they were new,
And I looked at the holes in the left-hand sleeve
Where a minie ball went through.*

*And I heard the band play "Dixie,"—
By God! I heard every note,—
And I thought of Manassas and Shiloh,
And a lump came up in my throat.*

*And I said, "Go back to that old oak chest,
There ain't no more service for you;
I'm goin' to fight on the side that's right,
And I'm goin' to wear the blue!"*

*There's just one thought in every heart,
One word in every mouth;
For things is all so twisted around
That there ain't no North nor South.*

*I never thought it would come to this;
It's strange, but I reckon it's true;
For it's jest one country and jest one flag,
And we're all a-wearin' the blue.*

— Eliza Calvert Hall.

*"The
D.H."*

— The —
DELAWARE AND HUDSON COMPANY

*"The
D.H."*

— BULLETIN —

Vol. 9

Albany, N. Y., May 15, 1929

No. 10

Fought Under General Lee

Southern Veteran Came North After the War to Work for Our Company

HOW a man born in New York State came to be wearing the gray uniform of the Confederate States of America during the great conflict between the North and the South and, when just past seventy, had completed a half century of railroading, is told in the story of the life of WILSON D. HALL, former Delaware and Hudson Conductor, now on our list of retired employees, residing in Watervliet, N. Y.

MR. HALL, who is active although nearly eighty-six years of age, tells of circumstances which made his military service a tremendous test of whether the ties of blood were to be stronger than the call of duty. During the World War there were numerous instances where near relatives were engaged on opposite sides, the case of Madam Schumann-Heink, who had sons in both the Allied and German forces, being perhaps the most prominent.

MR. HALL grew up in the environment of the South. Born in Buffalo, October 29, 1843, the untimely death of his father, a lithographer, when WILSON was seven years of age, scattered his family over the country. A brother remained in New York State; a sister went to live with their grandfather in

South Carolina; and WILSON was taken into the home of an uncle living in New Orleans.

We of the twentieth century can hardly picture a home which, like that of his uncle, was served by three slaves.

Despite their bondage these three, a cook, a colored maid, and a young man about the house, were happy as could be with a kind master. A slave was then valued at \$2,000 or more, at least that was the cost of each of these three colored servants. WILSON's cousin, a sugar plantation owner at Monticello, later an officer in the Third Louisiana Cavalry, owned a number of slaves. To them the Emancipation Proclamation, while it gave them their liberty, meant no additional freedom. They remained with their former master working in his fields in return for food, clothing, and shelter.

With the outbreak of the war, WILSON, then not yet eighteen years of age, naturally enlisted in a company of cavalry in

the armies of the South. After a year of active service on the battle front, a law was passed by the Southern government ordering that all soldiers under eighteen years of age be mustered out of service. This affected him and he returned once more to New Orleans.



WILSON D. HALL

Upon attaining the required age, however, he re-enlisted and joined his former company again. He does not know to this day how he entered and left the city of New Orleans which at that time was occupied by the Federal General, Butler. From that time on to Appomattox he saw service in Arkansas, Tennessee, Missouri, and Mississippi. One battle he will long remember was fought at Shiloh, known to the armies of the North as Corinth, when the Union troops defeated General Albert Sidney Johnston, who died in the battle. Mr. HALL never enjoyed the privilege of meeting or seeing Generals Lee or Stonewall Jackson for they were in the Virginia district, although he knew General Beauregarde well.

There was a great difference between the weapons in the Civil War days and the destructive firearms used by the doughboys in the World War. The cavalry was armed with breach-loading Sharps rifles (the infantry still carried muzzle loaders); pistols and cavalry sabres completed their outfit.

One fear always lurked in the heart of this soldier of the South, however. Somewhere on the field of battle was his brother wearing the Blue, while he was dressed in the Gray. This brother was a sergeant in the Tenth New York Cavalry. There was always the possibility that some day they might meet on the field and then the test of brotherhood against patriotism would be a terrible ordeal. Fortunately, they never met, and both emerged from the war with no permanent disabilities, although Wilson still carries the marks of a wound he received in battle.

Immediately after the close of the war Mr. HALL came north to visit his relatives who lived in Jersey City. A neighbor of the family was at that time Chief Train Dispatcher of the Erie Railroad at that point. His friend suggested that Mr. HALL come to work on the Erie and he soon found employment as a trainman and later as conductor on the daily express between Jersey City and Binghamton.

While living in Binghamton, he obtained a position as Yard Master for The Delaware and Hudson Company at Livingston Avenue in Albany, in 1888. After one year in this capacity he became a conductor on the Lake George Special, continuing in that position for two more years. When the trains to Montreal were originated, Superintendent C. D. Hammond selected him with seven others for the run and from that time until he was retired on July 1, 1927, he worked on these trains.

His first running-mate was "Gene" Richards, a popular engineer who passed away early this

year. Others whom he remembers particularly were Joe Linty and Edward Weatherley. In those days the locomotives were changed at Whitehall and again at Rouses Point, whereas now a single engine goes the entire distance.

To a life which was already rich in experience were added two thrilling incidents while he was working on the Montreal runs. On one occasion his train jumped the track at Cranberry Marsh, just north of Port Kent. When the crash came he was thrown out of the window, but arose and started for Port Kent to get in touch with Plattsburg. While walking down the track he experienced some pain in his chest but thought he was only bruised. When the doctor arrived he examined Mr. HALL and found that he had suffered two broken ribs, a broken collar bone, and a broken shoulder blade.

In 1893 his train started on a trip and got several miles out of Montreal when they ran into a blinding snow storm and drifts up to the engine cab. For twenty-four hours they were stuck behind a freight train and then returned to Montreal where they were held for three days more before the line was cleared.

Upon reaching the age of seventy-four, as he was still enjoying good health, Mr. HALL expected to remain in the service for some years longer, but another mishap was influential in changing his mind. It was in 1917 that the accident occurred, this time north of Putnam. Every car but the last was derailed and the engine toppled over on its side. Had it rolled one foot further it would have gone into the lake. After this experience he decided to ask for a pension and was retired on July 1, 1917.

In late years since the organization of the American Legion, the Patten Post of Watervliet invariably sends an invitation to Mr. HALL to attend its functions in that city. Of the seven Civil War Veterans, including himself, who used to meet occasionally to recall their experiences, he is the only one who still gets about actively.

MR. HALL is a member of The Delaware and Hudson Veterans Association and the Masonic Order.

Little Linda's mother was a great believer in cleanliness, and she insisted on her little daughter washing at least three times a day.

Linda was a good little girl on the whole, but to her way of thinking the washing habit was being overdone.

"How you are growing, Linda dear?" remarked a visitor at tea one day.

"Well, what can you expect?" said Linda. "Mother waters me all day long!"

The City of the Black Diamond

Part I. Our Southern Terminus

FROM the beginning ours has been an anthracite carrying railroad. Had the value of hard coal not been discovered by Jess. Fell in 1808, the company would, perhaps never have been formed; likewise the cities which have been largely dependent upon the anthracite industry for their inception, growth, and present state of development. Among these is Wilkes-Barre, commonly known as The City of the Black Diamond.

In addition to The Delaware and Hudson Company, Wilkes-Barre is served by the Central Railroad of New Jersey, Pennsylvania Railroad, Lehigh Valley Railroad, Delaware, Lackawanna, and Western, Wilkes-Barre and Hazleton, and the "Laurel Line". These last two are third rail electric lines, the latter providing swift communication between Wilkes-Barre and Scranton.

To form a picture of our facilities in the city let us begin with the railroad yard at that point. The Wilkes-Barre yard has five house tracks, holding an average of eighty-eight cars, ten classifying tracks, allowing for the classification of one hundred and thirty cars, three receiving tracks from the Central Railroad of New Jersey to hold about one hundred cars, and two delivery tracks holding about forty-five cars; in addition there are ash, coal, caboose, coach, and storage tracks at Jackson Street. To provide for storage and minor repair work to locomotives, there is a roundhouse equipped with a sixty-five foot turntable, and having nine stalls.

Our interchange with other lines at Wilkes-Barre has grown so rapidly during recent years that five or more engines are used daily to handle interchange freight. During the first six months of 1928 the average number of cars interchanged each month was over 32,000. This figure includes cars going to and coming from the Pennsylvania, Central Railroad of New Jersey, and the Lehigh Valley.

Prior to 1915 interchange to and from the Pennsylvania was made over the tracks of the Lehigh Valley Railroad and through the business section of the city. As the volume of traffic increased it became a serious problem to effect this interchange due to lack of facilities and yard room, the number of busy highway crossings, and the many Lehigh Valley trains passing over the tracks. To avoid this condition, the Wilkes-Barre

Connecting Railway was constructed and placed in operation in 1915. This line is owned jointly by The Delaware and Hudson Company and the Pennsylvania Railroad, and is operated and maintained by our company. It consists of a double track system seven miles long, extending from Hudson, Pa., on our line to Buttonwood, Pa., on the Pennsylvania, running around the congested northern section of the city. There are, on an average, over 12,000 cars passing over this line in each direction every month of the year.

Upon arriving at Hudson from the Pennsylvania Railroad, the cars are inspected, repaired if necessary, and classified for movement north or south. Twice daily merchandise cars requiring handling at Wilkes-Barre transfer are moved to that point. Northbound cars are classified and picked up by manifest freights for movement to points north on the Susquehanna Division, to the Capital District, and to connecting lines. The Plymouth Branch, which extends from South Wilkes-Barre to Plymouth, affords a connection for the interchange of coal and other freight between The Delaware and Hudson and Central Railroad of New Jersey, and the Pennsylvania Railroad on the other side of the Susquehanna River.

To meet the demand for fast freight service, there are two manifest freights, WR-1 and WR-3, moving north from Wilkes-Barre daily to Rouses Point, the northernmost point served by The Delaware and Hudson Company, leaving Wilkes-Barre at 11:30 A. M. and 11:30 P. M. In addition fast freight trains for the Boston and Maine at Mechanicville leave at 1:30 A. M., 7:30 A. M., 1:30 P. M., and 7:30 P. M. and are known as WM-1, WM-3, WM-5, and WM-7. To insure prompt handling of freight for the Boston and Albany connection and the Capital District, trains WO-1 and WO-3 depart from Wilkes-Barre at 1:30 P. M. and 7:30 P. M. for Oneonta whence they are "main-lined" through to Albany after picking up cars at that point. In making these schedules the movement of manifest freights on connecting lines at both receiving and delivering terminals were taken into consideration with a result that cars are frequently delivered to connections within thirty minutes after their arrival in the yard.

Part II. Wilkes-Barre in History

WILKES-BARRE (the name originated by compounding that of Colonel John Wilkes with that of Colonel Isaac Barré, members of the British Parliament who had been friendly to the colonies) and the surrounding country is rich in spots of historic interest. Paramount among incidents which occurred in the vicinity of Wilkes-Barre in the past was the terrible Wyoming Valley Massacre, July 3, 1778. The settlers had gathered at Forty Fort for mutual protection in the event of an attack by the British, Tories, and Indians. On July 3, the British commander sent several orders to surrender to the holders of the fort who steadfastly refused to do so. Instead they decided to venture from the fort in an effort to defeat their attackers.



Col. John Wilkes and Col. Isaac Barre

They left the stockade late in the afternoon and attacked the besiegers whose left flank was composed of British regulars, the center of Tories, and the right of Indians. At first they fared well, driving back the British forces, but the settlers had gone far from the fortress and were approaching the point where the Indians lay in ambush. With a terrible war whoop the Indians rushed upon them with spears and tomahawks, with such ferocity that few ever reached the stockade alive.

Near Bear Creek, just outside the city, there is a boulder monument to mark the site of a bridge built by General Sullivan's army. Its inscription is:

"This stone marks the site of a bridge built by Sullivan's Army on its march against the Six Nations, 1779. It was presented by Mr. Albert Lewis to the Wilkes-Barre Branch of the Colonial Dames and by them inscribed, 1898."

Again at Laurel Run there is another monument which bears this inscription, which is self explanatory: "Near this spot, April 23, 1779, Captain Davis, Lieutenant Jones, Corporal Butler and two privates belonging to the advance guard of the expedition under Major General John Sullivan were scalped, tomahawked, and speared by the Indians. Their bodies were buried here. Those of the two officers were re-interred in Wilkes-Barre, July 29, 1779."

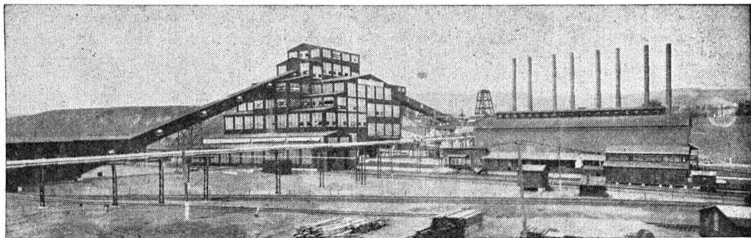
At the Common, there is a tablet attached to a stone which marks the site of Fort Wyoming. The fort was built by the Proprietary forces January, 1771; captured by the Connecticut settlers the same year and used as a defense against the Indians. Rebuilt in 1778, it became an important military post during the Revolutionary War.

At the junction of West South and West River streets, there stands a stone which marks the site of Fort Durkee, named for Major Durkee, which was built in 1769 by the Connecticut settlers as a defense against the Indians. It became a military post during the contest between the settlers and the Proprietary Government over the jurisdiction and title to the Wyoming lands.

Just below this point, on the river bank, is the monument marking the headquarters of Major General Sullivan. On the common were mobilized the entire forces of the Sullivan Expedition, numbering some 4,000 Continental troops. The army moved up the river on July 31, 1779, and destroyed the village of the Seneca Indians in Western New York, thus avenging Wyoming and destroyed the granary of the British forces. Returning to Wilkes-Barre in September, 1779, the victorious American forces were disbanded.

Approximately at the present intersection of Riverside Drive and Sheldon Street stood the castle of Teedyuscung, king of the Delawares. The old king, the greatest Indian orator of his generation, was burned to death in this castle on April 17, 1763, by emissaries of the Six Nations.

Near where Carey Avenue and Hanover Street now intersect, along the river, stood Lazarus Stewart's Block House. It was built of logs a story and a half high, with four rooms on the ground floor, "with ample space on the floor above for the convenience of the occupants." The upper part projected beyond the walls of the first story. This "overshoot" as it was called, enabled the defenders of the house to protect the approach from assaults by attacking parties. The block



A Breaker

house was erected in 1771 by Captain Stewart and his "Paxtang Boys".

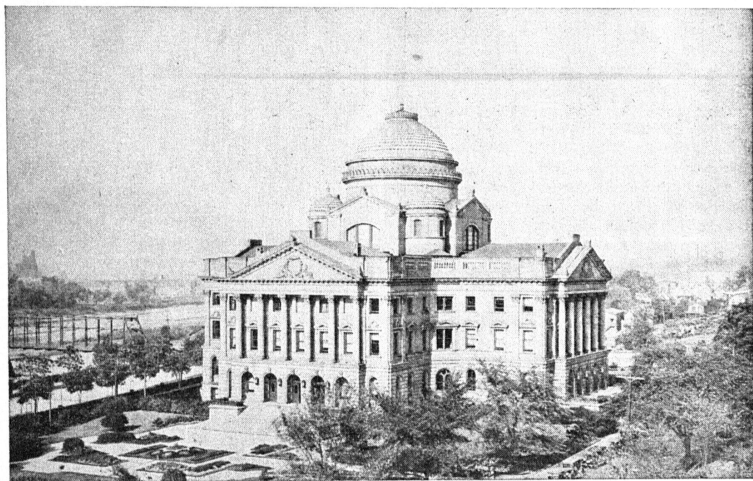
It was across the river at Plymouth, Pa., an old Indian settlement, that in 1807, the first anthracite coal sent to market was shipped by Abijah Smith from his "coal opening" in Plymouth.

The Wilkes-Barre General Hospital was erected on the site of the first settlement at Wilkes-Barre. Here, on October 15, 1763, the village, then numbering some 118 men, women, and children, was destroyed by a party of Delawares, some twenty of the settlers being killed, others taken captive, and the balance driven from the valley. A fort

was erected on this site in 1769, however, by Amos Ogden. It was later taken by the Connecticut settlers. The fort was abandoned in 1773 because nearly all the settlers who had occupied quarters in the fort had erected houses by this time, in Wilkes-Barre town plots or elsewhere.

One of the most interesting legends of the entire Wyoming centers around one Frances Slocum, the daughter of Jonathan and Ruth Tripp Slocum. A monument has been erected to her memory at the site of her childhood home and at the His-

(Turn to page 158)



Court House, Wilkes-Barre

Mineral Resources of the Far East

III—Labor Conditions

(Continued from Last Issue)

IN Chinese coal mines, six to nine men are required to do the work of one American miner.

In parts, this is due to the differences in mining methods, especially in the use of explosives and machines, but to a large degree it reflects the fact that low wages require employment of more men in order to get the same amount of work done.

The efficiency of labor depends on many factors; the strength and endurance of the men; their food and housing; brain power and mental attitude toward the work; their experience and training for the particular job; their organization.

The strength and endurance of the individual worker, generally considered favorable to the Chinese worker, has been overestimated. Although counted slightly better risks than foreigners resident in the East because of their temperate habits, the life insurance companies refuse to sell straight insurance to any Chinese unless they live under foreign conditions as to food and housing and employ a foreign doctor. In other forms of insurance they will take only Chinese of prominence and assured position because of danger from fraud and substitution of bodies. The moral risks are considered by the insurance companies as greater than the physical.

In an estimation of the working power of a people, allowance must be made for the effect of food and housing. Judged by American and European standards, both are radically defective in China and the Far East generally. The character of the food rather than the quantity, is to be criticized. The food varies in different parts of China, but it is almost exclusively vegetable. Even fats are mostly derived from vegetable oils. Pork, chicken and duck are the only meats widely eaten, though the Mohammedan substitutes mutton for pork. Baking is virtually unknown. Ordinary bread, usually made of coarse native flour, is generally cooked by steam and looks like a raw doughnut. Fried bread is also common. Baked bread is eaten but three or four times a year and only on special occasions. Food is either boiled, steamed or fried. To economize in fuel it is largely prepared under most unsanitary conditions in restaurants from which it is bought directly or from street hawkers. Meals at all

hours is the rule; regular feeding the exception. Raw vegetables and fruits in quantity are eaten in season despite the universal pollution of the soil. The Chinese use virtually no milk, butter or cheese, but consume rice, grain and vegetable oils freely.

Chinese workmen are content with extremely poor houses. They build of brick, which are usually only slightly burned, or stone and use lime mortar of poor grade. The floor is earth, brick, or stone, the roof, tile or clay, the windows, if any, are lattice covered with paper, and the doors swing on wooden hinges. The house is poorly lighted and ventilated, and bathing facilities are few. Water is drawn from streams, shallow wells or surface pools which usually are badly contaminated. Artificial heat is negligible, the family depending upon wadded cotton clothing for warmth in winter. Workmen's houses contain but one room and are very dirty. The physical surroundings of the ordinary workman neither preserve nor increase his working power.

The Chinese apparently are satisfied with these conditions because they consider what they have good enough. Their wants for material things are much less than in America. Other things, such as more boy babies, the excitement of gambling, the maintenance of the family bond, the social unit of China, and similar matters are to them much more important. What a man earns must be shared with all relatives who make claim on him. If a man has a better or more convenient house and he sets a better table he is overwhelmed with poor relatives, and the ration is soon reduced to the average.

This community of interest influence makes it difficult to enforce discipline by discharging unsatisfactory workmen. Discharge involves no great penalty, the man goes to live with a relative until he finds another job, and he need be in no hurry finding it. Frequent dismissals often cause strikes, and in China, strikes are always unanimous. Conditions are now changing, the individual beginning to stand out from the mass, but the change is extremely slow.

Accumulation of savings to form wealth is rare among the Chinese except that they hoard large quantities of silver. The great majority of them

live so hand-to-mouth that they cannot be independent of the will of their immediate associates. They prefer "white collar" jobs as do Americans, but accept much more generally the fact that there are not enough of such jobs to go around. In China a man may rise to a high position, but few do so. Most of the men make little effort even to better their daily lot. Saving a competence appears out of the question to most of them, and aside from securing a fortune through politics or a lucky gamble it is rarely considered.

In mental ability, many consider the Chinese intellectually fully the equals of other people. They merely fail to use these powers effectively from our point of view. The Chinese coolie works and works hard. But he works only to get a bare sufficiency to eat and a shelter for his family. He quits as soon as possible, and if he has a temporary surplus he gambles. Many do little or no work, living on their wits or on the coolies. There are, of course, Chinese contractors, merchants, bankers and others who contribute to social welfare, but the number attaching themselves to each "white collar" job is large, such work being assigned to as many as possible. An American banker found that it took eight Chinese clerks to do the work done by one in the United States, and that great ingenuity is shown in finding reasons for attaching one more person to a payroll.

In organization, the difficulty lies in the plan rather than in the individual. The fault, from point of production, is that it fails to stimulate the individual to greater efforts. To combat this economic pressure the Chinese workman merges himself into a larger unit, such as family or guild, for protection. Such organizations make it difficult to mix workmen from various provinces. A Shantung foreman has a poor chance to succeed with Nupei laborers, and the reverse would be equally true. Nepotism, under which a man must favor his relatives and provide each with a place if possible, is widespread. Every great man must provide in times of adversity for the crowd of hangers-on which surround him, and for whom he makes places on the slightest pretext. This relation largely holds through to the lowest man in any organization having authority to hire and fire.

The common form of organization of labor in China is through contractors and sub-contractors. Contractors, by a system of cash advances, bind their men by keeping them perpetually in debt. Many contractors are not as faithful as the Chinese are advertised in the performance of

agreements, and are very adroit in creating artificial labor shortages or other means to force a change of terms with foreign employers. Consular records show the wreck of many enterprises founded on contracts with Chinese. The foreigner attempting to do business under the Chinese contract system will have great difficulty if he essays to dictate terms, seasons and speed of work.

It is extremely difficult to get Chinese workmen to care properly for machinery. Locomotive drivers often fail to report needed repairs in the belief that they are giving valuable information for nothing. The Chinese live and work under such general conditions of disrepair that the importance of tightening a bolt does not appeal to them. Mine hoisting engineers are easily secured, but it is difficult to get rapid hoisting or to have him keep his engine in good condition.

The railway system of China, with about 6,500 miles of line in operation, consisting of lines, more or less parallel, running roughly north and south, linked with cross lines to coast ports, or abutting on navigable rivers, is far from complete. Franchises for many additional lines projected have been granted or promised to various nations. Those already built and most of the projected lines have been designed to serve the political designs of the Powers as well as the economic needs of the country. Those now in operation were built almost entirely by foreign companies or under foreign supervision, and construction costs have been very high. For many years there was no uniformity of construction or equipment. The government has attempted standardization, but this has been largely offset by the poor standard of operating efficiency which the government officials permit. Car distribution goes by favor. Service is frequently interrupted by track difficulties and political disorders. Despite troops and special railways guards, theft of goods in transit is so feared that coolies are sent as guards with important shipments. With their beds and food these men are stationed in or on top of the car containing the shipment, which they are supposed not to leave until it reaches its destination. Incidentally, they frequently go to sleep while smoking and set the goods and train on fire. On some lines regular companies furnish coolie guards and insure delivery of freight for a fee. Revenue from passenger traffic is large, but freight scanty.

China has a complete system of water transport. The rivers, numerous old and small canals and every stream that can float any kind of a boat are extensively used, but little of this water

(Turn to page 158)

The

Delaware and Hudson Company
BULLETIN

Office of Publication :

DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 9

M y 15, 1929

No. 10

*"So nigh is grandeur to our dust;
So near is God to man,
When duty whispers low, 'Thou must',
The youth replies, 'I can.'"*

Memorial Day

WITH the coming of this the sixty-first anniversary of the day originally set aside for honoring the memory of those who "gave their lives that this nation might live", it so happens that the retired employe of The Delaware and Hudson Company whose story is briefly told elsewhere in this issue was actively engaged in the struggle.

There was a time, perhaps as recently as a dozen years ago, when many writers would have added "on the other side". This condition, fortunately, no longer prevails. The sons of veterans of both sides in the Civil War fought side by side in the days of 1898 and their sons in turn were shoulder to shoulder, or in more modern terms, wing to wing, in 1917; all under the same flag and for the same high ideals.

It is altogether fitting that this day should be devoted to honoring the memory of all of those who gave their lives in what they considered to be the cause of right during the building up of this nation.

As an example of patriotic devotion to his duty as he saw it this veteran should inspire far greater respect and admiration in the hearts of his fellow-citizens than the flag-waving orators who lack what we might term "practical experience" in times of stress.

Our opportunities for honoring our Veterans of

the Blue and the Gray are growing more limited each year. For this reason the efforts of the American Legion and other patriotic societies deserve the most hearty support of all. Make this Memorial Day more than "just another holiday". Give some thought to what it meant to "them", and what it ought to mean to you.

Do you measure up to the standards they have set?

My Buddy

WHO was it met me with a smile,
And stayed behind me all the while,
And helped me o'er each weary mile?
My Buddy.

Who sailed with me across the sea,
Who loaned his cleaning rag to me,
Who never quite could disagree?
My Buddy.

Who used to help me out at drill,
And sat and talked when I was ill,
Who carried my pack up many a hill?
My Buddy.

Who noticed it, when I was pale,
Who shared his blankets and his kale,
Who even let me read his mail?
My Buddy.

Who used to cheer me with his song
When everything was going wrong,
Whose faults were short and friendship long?
My Buddy.

Who used to find a bunk for me,
And loan me thread, you know,
"O, D.,"
Whose cigarettes were always free?
My Buddy.

Who was it when inspection came,
I had no tent pole to my name,
Who loaned me his, then took the blame?
My Buddy.

Whose name is ever in my heart,
Who makes the tears oft want to start,
Who from me even death can't part?
My Buddy.

—H. R. CURRY IN V. F. W. MAGAZINE.

Traffic Department Changes

A NUMBER of promotions and appointments have been announced by the Traffic Department during the past month.

Announcement is made by the Traffic Department of the opening of a new office in Detroit. FRANK L. DUNN, Traveling Freight Agent, is appointed General Agent, Freight Department. Mr. DUNN has been "in the family" since March 1, 1910, when he became a stenographer in the Albany office. Later he received promotions to Acting Freight Representative and Traveling Freight Agent.

RAYMOND E. FERGUSON, formerly Chief Clerk and Soliciting Freight Agent at Albany, is promoted to Traveling Freight Agent at Detroit. Mr. FERGUSON's service dates from September 15, 1916.

Starting as a stenographer in the office of the Coal Freight Agent in March, 1922, CLARK S. LASHIER forsook Albany a year ago next July to become Chief Clerk to the General Agent, Freight Department, at Buffalo. With the opening of a new office at Detroit, Mr. LASHIER has been selected to be Chief Clerk at that point.

R. J. CONNORS, formerly clerk in the office of the General Eastern Freight Agent at Albany has been promoted to Chief Clerk at Buffalo, succeeding Mr. LASHIER.

WILLIAM R. ST. JOHN is appointed General Agent, Freight Department, with headquarters at St. Louis, Mo., vice J. B. Stewart, deceased. Mr. ST. JOHN started as Mail Clerk at Albany in 1912, later being promoted to Tariff Clerk. In 1920 he became Traveling Freight Agent at Pittsburgh and, later, at Cincinnati, from which position he goes to St. Louis.

WILLIAM H. SCHULZ, after twelve years with the Missouri Pacific, entered the Delaware and Hudson Family as Chief Clerk in the St. Louis office on January 1, 1922, thus starting the New Year right. In 1923 he became Soliciting Freight Agent, continuing in this capacity until April 15, 1929, when he was appointed Traveling Freight Agent at St. Louis.

J. E. ERCANBRACK has been appointed Chief Clerk in the St. Louis office vice W. H. SCHULZ, promoted. Mr. ERCANBRACK comes with us from the St. Louis-Southwestern.

In 1920 THOMAS BYERS became Commercial Agent at Pittsburgh. His appointment as Traveling Freight Agent at Cincinnati to succeed W. R. ST. JOHN, promoted, is announced.

Through another promotion in the Pittsburgh office, FRED SORBE, JR., becomes Commercial Agent at that point. Mr. SORBE has been connected with The Delaware and Hudson Company since early in 1921 when he started as a clerk in the Albany office, later becoming Traveling Freight Agent at Pittsburgh.

R. O. BEEBE, who entered the service at Albany in May, 1923, and became Chief Clerk at Pittsburgh in June 1925, becomes Traveling Freight Agent at that point May 1, 1929.

The appointment of RAYMOND J. RYAN as Chief Clerk and Soliciting Freight Agent in the office of the General Eastern Freight Agent at Albany transfers him from the General Electric Works at Schenectady where he has been stationed as Billing Clerk for the Delaware and Hudson Co. Mr. RYAN, who replaces Mr. FERGUSON, has been with this company since August, 1912, being located at Green Island prior to his assignment at Schenectady.

Veterans Hold Spring Meeting

DESPITE the steady downpour of rain, over 200 Delaware and Hudson Veterans turned out to attend the annual spring meeting in the Elk's Hall, in Main Street, Oneonta, Sunday afternoon, April 21. Upon the arrival of the special train bearing the members from the Pennsylvania Division, the entire party, swelled by arrivals from Albany and the north, gathered in the Elk's Hall where an appetizing fricassee of chicken dinner was served.

Following the dinner the party gathered in the hall for the business session. PRESIDENT W. T. CAMPBELL opened the meeting by requesting the members to repeat the Lord's Prayer and sing one verse of *America*. After the roll call, the minutes of the preceding meeting and the report of the Secretary were read by W. J. HILL. Mr. HILL also read the report of the Treasurer in the absence of D. F. WAIT. Since the last meeting of the organization, forty-four persons have made application for membership, increasing the total membership to 1,346.

Most important of all the business brought to the attention of the association, was the report of the committee in charge of the arrangements for the annual outing next August. After several different points had been considered, the committee voted in favor of Sidney, N. Y., where a

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Life Claims Approach \$150,000

Payments Made to Beneficiaries of Group Insurance Policies Held by Ninety Employees Who Died During the Past Six Months

DURING the months of October, 1928, to March, 1929, inclusive, ninety Life Insurance claims were paid to the beneficiaries of Delaware and Hudson Company employes, an average of one claim for every two days during the period. These claims represented a total of \$149,906.27. The beneficiaries of two employes received twice the face value of the policy on account of the insured having died as the result of accident. As another had drawn a total of \$259.00 after having become permanently disabled, the remainder of the face of the policy was paid upon his death.

Individual payments were as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Austin, Willis E.	Engineman	Whitehall	Dec. 19	\$3,000.00
Barrowcliff, Benjamin	M. C. Watchman	Mayfield	Jan. 18	1,200.00
Bedrisian, Hagop	Foundry Cleaner	Colonie	Jan. 10	1,000.00
Belcher, James F.	Asst. Stat. Engr.	Carbondale	Dec. 18	*3,200.00
Boland, Charles (P)	Tool Inspector	Carbondale	Nov. 18	1,400.00
Bordonaro, Stellaro	Lampman	Oneonta	Mar. 9	1,600.00
Boyd, Hugh E.	Cr. Watchman	Watervliet	Oct. 29	1,600.00
Boyle, John	Roadmaster	Port Kent	Nov. 13	3,200.00
Boyle, Thomas	Rock Watchman	Port Henry	Dec. 13	1,400.00
Bradley, Ross B.	Laborer	Plattsburg	Jan. 10	1,000.00
Brandow, George E.	Engineman	Carbondale	Mar. 8	6,200.00
Broderick, Joseph T.	Head Clerk	Colonie	Sept. 30	2,000.00
Brown, John	Machinist	Carbondale	Nov. 16	2,000.00
Burke, James F. (P)	Gate Tender	Carbondale	Feb. 12	1,000.00
Burke, John T.	Trav. Frt. Agt.	Albany	Feb. 9	2,800.00
Burtch, William	Machinist	Oneonta	Dec. 15	2,000.00
Cassel, Edward A.	Trucker	Binghamton	Feb. 19	1,000.00
Cavancy, Michael J.	Cr. Watchman	Green Ridge	Dec. 13	1,000.00
Cole, Royal	Hoisting Engineer	Whitehall	Feb. 4	**1,356.27
Collins, Daniel	Cr. Watchman	Saratoga	Dec. 2	1,200.00
Currgan, James F. (P)	Conductor	Wilkes-Barre	Jan. 22	2,600.00
Darling, Leon S.	Yard Clerk	Oneonta	Feb. 12	1,800.00
Dolan, Bryan	Gate Tender	Seranton	Jan. 8	1,000.00
Doran, Edward	Laborer	Albany	Jan. 28	1,000.00
Dorcal, Thomas	Trainman	Whitehall	Aug. 15	1,000.00
Duddy, Helen E.	Stenographer	New York City	Feb. 9	500.00
Duncan, Walter G.	Machinist	Colonie	Jan. 12	2,200.00
Eddy, Horace W.	Pumpman	Oneonta	Nov. 30	1,000.00
Erhardt, Charles	Engineman	Kenwood	Oct. 28	500.00
Ferguson, Henry A.	Agent	Center Rutland	Oct. 6	1,400.00
Flanigan, Charles J.	Switch Tender	So. Albany	Jan. 5	1,000.00
Fogerty, Joseph T.	Clerk	Albany	Jan. 1	1,400.00
Forster, Frank J.	Div. F. & P. A.	Troy	Nov. 7	3,400.00
Gentillo, Fortunato	Coaler	Carbondale	Feb. 12	500.00
Goodwin, Andrew	Tool Rm. Attdt.	Colonie	Jan. 5	1,000.00
Gould, William	Trucker	Whitehall	Jan. 20	1,600.00
Greenwalt, Elwin F.	Watchman	Wilkes-Barre	Mar. 16	1,600.00
Hale, Orville	Pumpman	Oneonta	Mar. 22	1,000.00
Hale, Samuel	Day Watchman	Whitehall	Dec. 28	1,200.00
Hanifin, John J.	Laborer	Binghamton	Dec. 18	1,000.00
Horn, Robert C.	Mason Helper	Carbondale	Oct. 20	250.00
Houser, Andrew	Machinist	Colonie	Nov. 21	2,800.00
Irons, John E.	Trackman	Schenevus	Jan. 8	500.00
Isbell, Frank L.	Gate Tender	Saratoga	Feb. 2	500.00
Jodoin, Joseph	Laborer	Colonie	Dec. 13	1,000.00
Joslyn, Adelbert C.	Checker	Glens Falls	Oct. 14	1,000.00
Kelley, William	Trainman	Troy	Jan. 23	1,000.00
Kerslake, Thomas R.	Engineer	Rutland	Nov. 28	3,200.00
King, John J.	Cr. Watchman	Glens Falls	Mar. 5	1,000.00
King, John M. (P)	Engineer	Saratoga	Dec. 19	2,000.00

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NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Langan, Martin	Cr. Watchman	Archbald	Nov. 22	1,000.00
Leonbruno, Frank	Cr. Watchman	Whitehall	Mar. 6	1,000.00
Lynady, Michael F.	Blacksmith Fore.	Carbondale	Jan. 19	3,200.00
McAndrew, James	Tool Boy	Wilkes-Barre	Jan. 10	1,200.00
Meecham, Peter	Trucker	Oneonta	Jan. 28	1,200.00
Michaels, Henry	Trackman	Tunnel	July 31	500.00
Mills, Austin	Gen. Repairman	Green Island	Nov. 28	2,000.00
Minor, Patrick	Sectionman	Waymart	Feb. 17	1,000.00
Moore, John P.	Baggageman	Watervliet	Feb. 21	1,600.00
Mullen, Thomas C.	Trucker	Albany	Oct. 21	***2,000.00
Murray, Maurice C.	Fireman	Oneonta	Mar. 5	5,400.00
Nolan, Michael J.	Engineman	Oneonta	Sept. 20	500.00
North, Eugene C.	Station Agent	Ft. Edward	Jan. 14	2,600.00
Osman, Anthony	Cr. Watchman	Hudson	Feb. 21	1,000.00
Parello, Mike	Cr. Watchman	Ballston	Oct. 10	1,000.00
Patten, David V.	Conductor	Saratoga	Dec. 4	2,200.00
Perillo, Joseph	Cr. Watchman	Saratoga	Nov. 25	1,200.00
Pomeroy, Ralph J.	Div. Storekeeper	Carbondale	Jan. 28	2,400.00
Reagan, James E.	Watchman	So. Albany	Nov. 7	500.00
Richards, Eugene H. (P)	Engineer	Colonie	Jan. 16	3,800.00
Rozdilski, Wasil	Water Tender	Carbondale	Dec. 15	1,200.00
Ruddy, Constantine	Cr. Watchman	Miner's Mills	Dec. 11	1,000.00
Ryan, James	Trainman	Mechanicville	Nov. 1	2,000.00
Shaw, William	Engineer	Wilkes-Barre	Jan. 14	5,800.00
Shearer, John W.	Laborer	Oneonta	Jan. 11	1,400.00
Sickles, Charles W.	Electrician	Saratoga	Jan. 13	2,000.00
Skinner, Thomas J.	Mill Mach. Optr.	Carbondale	Dec. 30	1,400.00
Sullivan, William	Section Foreman	Round Lake	Jan. 13	1,800.00
Taylor, Christopher A.	Trainman	Penn. Div.	Feb. 4	1,600.00
Todman, Walter G.	Section Foreman	Waymart	Jan. 4	1,200.00
Toolan, James A.	Trainman	Carbondale	Dec. 1	500.00
Vanderpool, Millard C.	Misc. Rept. Clk.	Albany	Feb. 8	1,000.00
Varno, Louis	Laborer	Plattsburg	Dec. 23	1,000.00
Vogel, Peter	Switchtender	Albany	Nov. 10	1,600.00
Vogt, John (P)	Car Repairer	Oneonta	Jan. 4	1,200.00
Ward, Michael A.	Engineer	Wilkes-Barre	Mar. 15	5,600.00
Welsh, John	Cr. Watchman	Green Ridge	Oct. 29	1,000.00
Whitaker, Charles F.	Engineer	Binghamton	Dec. 4	500.00
Wink, William (P)	Frt. Handler	Albany	Dec. 14	1,000.00
Wyrie, Charles H. (P)	Laborer	Thompson	Nov. 12	1,200.00
Total				\$149,906.27

(P) Denotes pensioned employee.

* Includes \$1,600.00 paid under double indemnity clause.

** This man had drawn benefits amounting to \$259.60 under total and permanent disability. Originally he held \$1,600.00 Life Insurance. The amount \$1,356.27 represents the remainder of his Life Insurance plus interest.

*** Includes \$1,000.00 paid under double indemnity clause.



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Mineral Resources of the Far East

(Continued from page 153)

transportation is adapted to modern industrial needs. The through railway routes are more expeditious and cheaper.

The only other means of transport is by carrier, and occasionally by pack-train in the south, and by wheelbarrow, pack-train, or cart in the north. There are virtually no roads. The traffic moves along mere tracks or trails across the fields, and the land-owner, whose acreage is small for his needs, grudges every foot taken from his crop area. The price of transport varies with the region, character of the goods, and the character of the trail. Despite the small wages paid and the limited investment in equipment, the rates are high. In northern Honan in winter, when labor was available and the roads frozen, transport of coal twenty-five miles, mainly by wheelbarrow and partly by cart cost about fifteen cents (gold) per ton mile. Figures for wheelbarrow transport of coal in Shantung average eighteen cents (gold) per ton-mile. Transport of tin in South China by pack animals cost about thirty cents (gold) per ton-mile. These figures show the burden under which industry labors in China and why most of the trade is local.

The Chinese, unfamiliar with the details of modern large-scale business, underestimate the value of skill, organization and experience in developing new industries. They frequently fail to discriminate between gross and net returns. The payment of dividends at a fixed rate regardless of earnings is widely customary. Limited liability in the Chinese business world is practically unknown. Frequently each partner in a business has his own lock on the company safe, which can only be opened in the presence of all.

The future of the Far East depends upon the direction, length and speed of its peoples in changing their industrial and social structure. No industrial civilization can be successfully maintained in peace or war without the control and distribution of an adequate supply of minerals. Only through such a supply and by their general use have the Western peoples been able to improve their mode of living from that of their ancestors. If the great populations of the East are to consume metals per capita as to those of the leading Western countries, there would appear not to be enough to meet demands. This survey clearly shows a deficiency rather than an abundance of minerals in the Far East. Only a few striking exceptions, such as tin, tungsten and antimony, occur. In these only the countries of the Far East may be expected to

continue prominently in world trade. China contains the only coal fields of importance in the Orient, but these would soon be depleted were consumption at the annual rate of the United States. It is, therefore, generally believed by the competent to judge that the Far East does not contain resources, and particularly the exhaustible mineral resources, to support a modern industrialization of its own people, and can never become an important factor in world commerce.

The City of the Black Diamond

(Continued from page 151)

torical Society a simple tablet tells a story of romance in real life. When five years old, or on November 2, 1778, she was caught by the Delaware Indians near what is now the southwestern corner of North Pennsylvania Avenue and East North Street, Wilkes-Barre and carried off into captivity. The Indians named her Ma-con-a-quah but she is more commonly known in history as "The Lost Sister of Wyoming." For years her parents searched for her but were unsuccessful; finally fifty-nine years later, in 1837, she was found living at Peru, Indiana. She lived another decade, after being located, dying in 1847.

(To be continued.)

Veterans Hold Spring Meeting

(Continued from page 155)

pavilion is available in case of rain. A caterer from Carbondale has offered to serve at least 500 people at \$3.00 per plate and his menu is one of the most appetizing ever offered the organization. After considerable debate a motion was made that the Secretary ascertain how many will be present at the outing as planned and the committee will then continue the arrangements.

Due to the serious illness of his wife, PAST PRESIDENT S. G. COBB of Wilkes-Barre, was unable to be in attendance and a motion was made and carried to instruct the Secretary to write a letter of condolence to Mr. COBB in behalf of the association.

After expressing the opinion that the Veteran movement would be strengthened if the members became better acquainted with each other, W. T. CAMPBELL set aside a fifteen minute period to be used in forming new acquaintances among those present.

Following a motion that a letter be written thanking the management for the special train service, adjournment was taken at 3:35 P. M.

Clicks from the Rails

"Several Towels Missing"

Alex Johnson, vice-president in charge of traffic of the Chicago and North Western figured in a very amusing incident which took place in a hotel named for him in Rapid City, S. D. He had been attending a conference in the hotel and before it broke up he realized that he would have barely enough time to catch his train. Consequently he sent his grandson to pack his grip and bring it to the station. Upon arriving at the station the lad told Mr. Johnson that he had had quite a time packing his suitcase. When asked for an explanation, the boy replied: "You brought so many of your own towels that I had to jump on the bag to get them all in."—*Forbes Magazine*.

Links and Pins Expensive

We note in the "Salstaff Bulletin" of the South African Railways the following item: "For six months the Administration expended £7,000 (\$35,000) on links and pins. What becomes of them?"

Beyond a doubt some are lost, others are destroyed in service. May we suggest that following American practice, automatic couplers be substituted with the thought that they would never be lost without the crew knowing all about it at the time of the loss.

Enginehouse in Two States

The Massachusetts-Rhode Island state line passes directly through the roundhouse of the New York, New Haven & Hartford at Blackstone so that parts of the house are in both states. The larger part is in Massachusetts while two stalls are on the Rhode Island side of the line.

Tables Turned

At last the tables have been turned. Judge Gustav Gehr of Milwaukee recently ruled that John Liebeck, whose truck ran into the side of a Chicago, Milwaukee, St. Paul & Pacific passenger train, must pay that railway \$330 for the damage caused.

Handling Explosives

More than 500,000 pounds of dangerous explosives, largely used for commercial purposes, were handled by the railroads of the United States and Canada in 1928 without death or injury to any person and with only a property loss amounting to \$7,000, according to a report for the year of the Bureau of Explosives of the American Railway Association. This property loss was equivalent to an average of less than one-tenth of a cent per car.

The remarkable performance of the railroads in hauling this enormous movement of explosives was brought about largely by the cooperation of the manufacturers and the carriers together with thousands of factory and railway employees in the careful packing, loading, and transporting of a commodity which constitutes one of the greatest potential hazards the railroads are called upon to move.

Many Hobbies

In addition to his duties as Chief Engineer of the Maine Central, A. A. H. Morrill has three hobbies. He is a well-known amateur florist, having eighty separate varieties of roses on his grounds, he is an accomplished photographer, and, in his spare time, builds ship models. His most recent production is a replica of Columbus' flagship, the *Santa Maria*, complete in every detail as to carronades, tackle, blocks, stays, and ratlines.

Beating the Railroad

"Tickets, please," announced the conductor.

Sandy McPherson absently fumbled in his pockets and another passenger, noticing his confusion, said, "You have your ticket in your mouth."

After the conductor passed, the passenger remarked, "You suffer from an absent mind, sir."

"Not on your life, mon," replied Sandy, "I was suckin' last week's date off."—*Santa Fe Magazine*.

Freight Robbery

The postage required to mail a letter would just about cover the average robbery loss on a carload of railway freight, according to a quotation from the Illinois Central Magazine. The average robbery loss is 2.2 cents a car for the more than fifty million cars loaded annually. Railway police the country over made more than 100,000 arrests last year and obtained convictions in 98 per cent of their cases.

Old Tunnels

The opening of the new eight-mile Cascade Tunnel by the Great Northern early this year calls to mind some of the earliest railroad tunnels. It is reported that the oldest railway tunnel in the world is the Tyler Hill tunnel built in 1830, on the Canterbury & Whistable, in England. Another old-timer is the Glenfield tunnel, on the London, Midland, and Scottish, built in 1832.

Shortest Station Name

No one can possibly make claim to having found a shorter station name than that of a station on the Sudan Government Railway which is called "1". There are nine consecutive stations bearing the figures from 1 to 9. The former is logically, numerically and actually the shortest. An Indian railroad official adds two more two-lettered station names with "Th" on the Benkal-Nagpur Railway and "Ye" on the Burmese Railways.

Married on Train

While a passenger train stood at the station at Hope, Ark., a couple was married in one of the coaches recently. Lee Lane, the bridegroom, was called away on urgent business just before the wedding was to have taken place. On the way to the train, a minister was picked up, and the couple were united in marriage just as the train began to pull away from the platform. The minister was barely able to get off in time.

Memorial Day



MEMORIAL DAY brings with it the memory of those who have fallen in our wars, those who gave everything, even life itself, that the nation might live, that right and justice might prevail.

The World War has added its hundreds of thousands to that heroic band who fell serving the country so gallantly in our earlier wars. * * *

The issues for which many of them fought and died have long been settled, but the spirit of service and sacrifice of those true Americans is alive today. If the nation is to endure and perform its duty in the world it must ever be kept alive; it must never be allowed to falter.

—Leonard Wood.